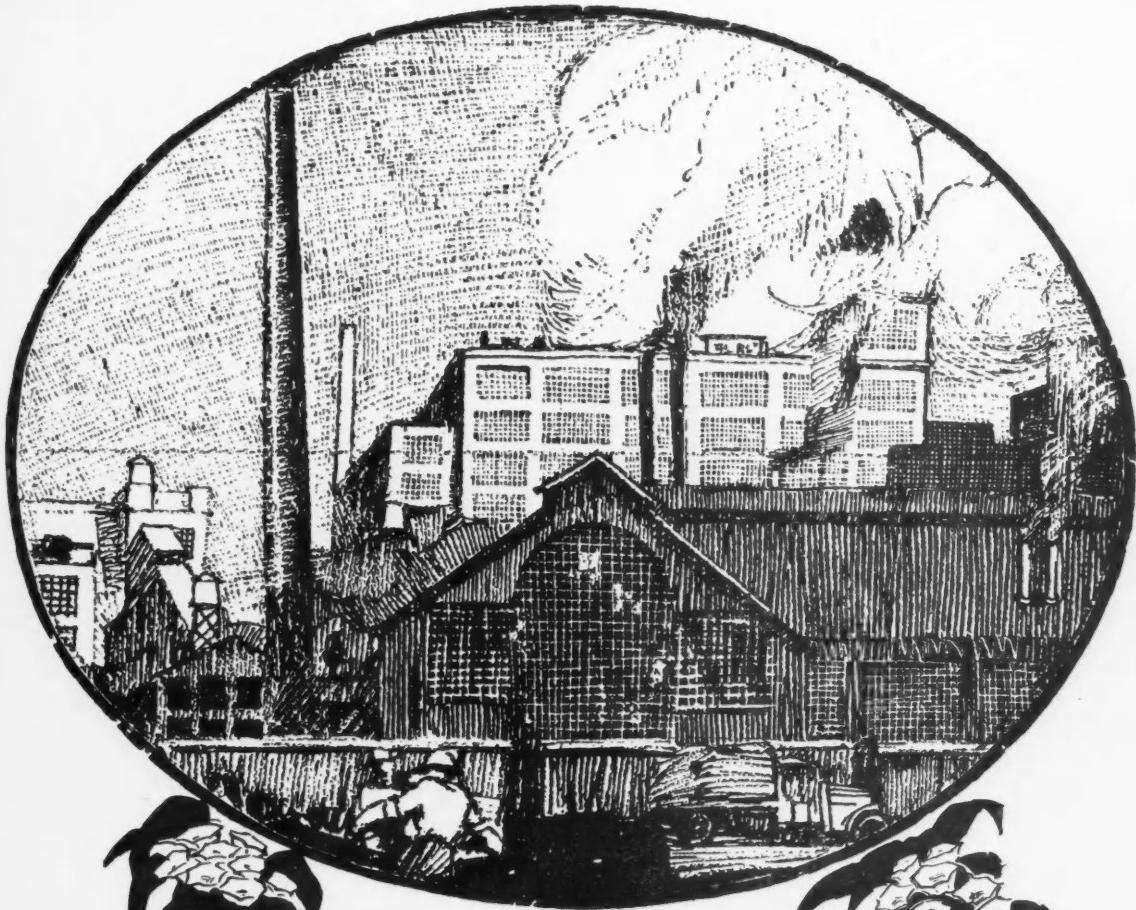


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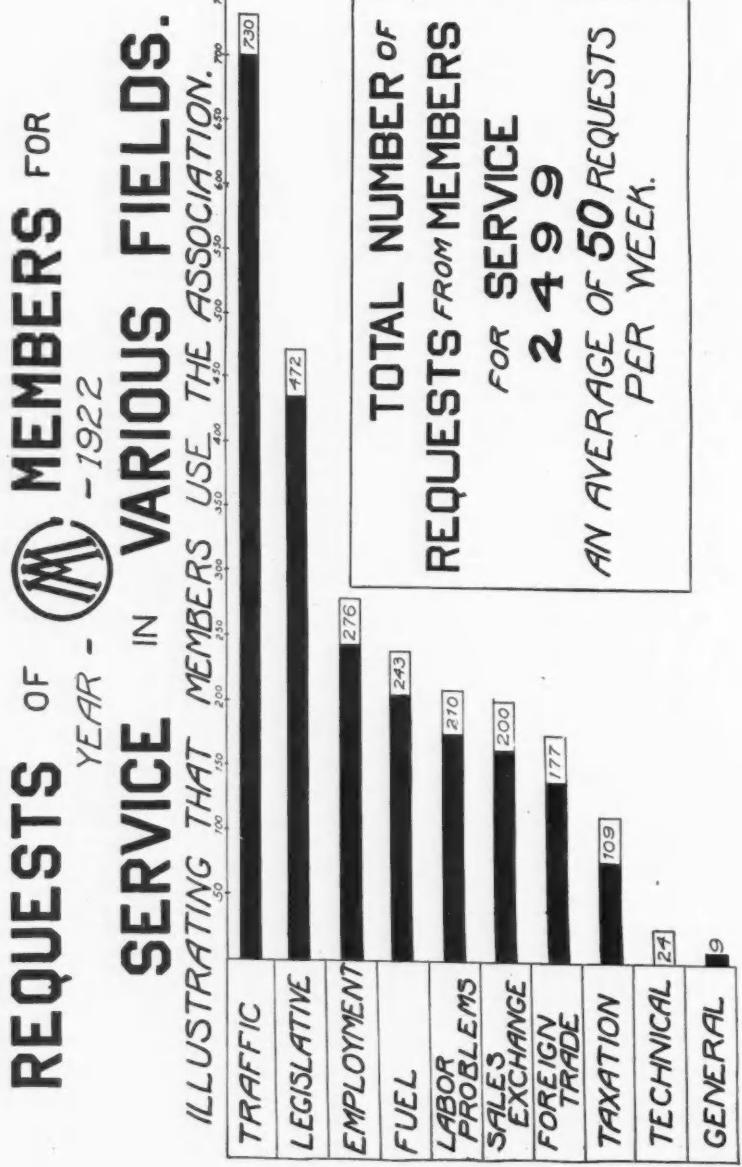


SPECIAL FORESTRY NUMBER

# CONNECTICUT INDUSTRY

PUBLISHED BY

The Manufacturers Association of Connecticut, Inc.



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The Manufacturers Association of Connecticut, Inc.

VOL. I

JULY, 1923

No. 7

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#### IN THIS NUMBER

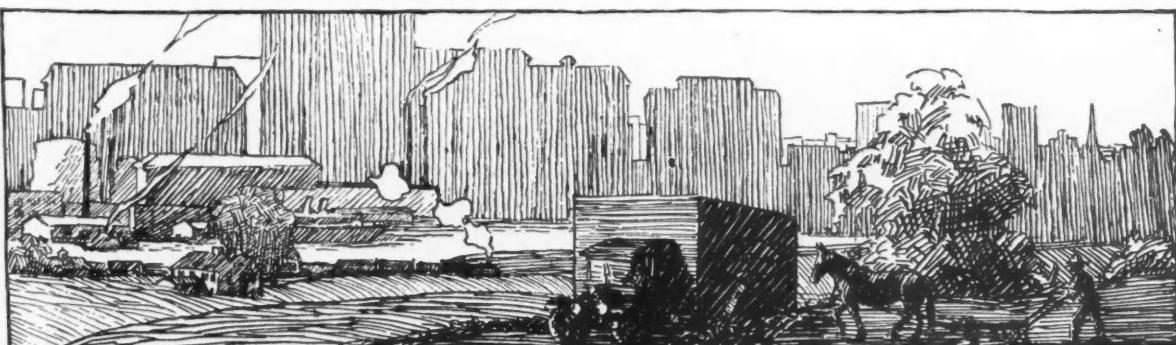
EDITORIAL .....	Page
	4

#### SPECIAL ARTICLES:

Connecticut Manufacturers' Use of Lumber, by Austin F. Hawes, State Forester .....	5
Forestry and Industrial Development, by Henry I. Baldwin, Secretary, Connecticut Forestry Association .....	7
Forestry An Economic Necessity, by Henry S. Graves, Dean, Yale School of Forestry .....	8
A School Forest in Connecticut, by Theodore S. Woolsey, Jr. ....	12

#### EVENTS OF THE PAST MONTH REPORTED TO THE VARIOUS DEPARTMENTS:

Transportation .....	9
Industrial Relations .....	11
Foreign Trade .....	13
NEWS OF THE TRADES .....	14
EMPLOYMENT SERVICE .....	16
SALES EXCHANGE .....	16



## INDUSTRIAL GROWTH AND REFORESTATION

The rate of timber consumption in the United States, including loss by fire, is nearly four times as great as the rate of timber growth. In other words, requirements are twenty-three billion cubic feet while only six billion cubic feet are being grown.

It cannot be disputed that American standards of living and industrial growth have in a great measure been due to abundant timber resources. Can we therefore, as citizens, disregard the general warning that has been issued? Can we continue to look upon our forests as mines which are to be explored? I do not believe that those who have the best interests of the state at heart can.

If industry is to continue to expand—if our standards of living are to be maintained, we must consider our forest lands as we consider our agricultural lands—we must look upon timber as a crop, to be cut with care at the proper time and to be re-planted systematically and intelligently with thought for the future.

*Edward Hubbard*

# CONNECTICUT MANUFACTURERS' USE OF LUMBER

By

AUSTIN F. HAWES, *State Forester*

The lumber survey recently conducted by the Manufacturers Association of Connecticut in co-operation with the state forestry service brought out much interesting information as to the requirements in lumber and wood of Connecticut's industries.

## THE TEXTILE INDUSTRY

Some 71 plants in eastern Connecticut, for example, were visited. Of these, 45 plants reported they were using wood in shipping their manufactured products. Six of them reported the use of box boards while only one of them makes its entire supply of cases. The remainder buy shooks from commercial box plants. The output of the two box shook factories of the region does not exceed a million feet a year and since the textile plants use about fifteen million feet, there is a deficit of about fourteen million feet which must be imported from other states. This condition exists in a natural pine region, which could easily produce all the lumber needed.

The raw materials necessary for the manufacture of cloth include many small wood parts. The picker stick in use in the looms is the largest item as the replacement is considerable, especially in the woolen mills. A picker stick lasts a little more than a month in a woolen loom and about six months in a silk or cotton loom. It is estimated that 70,000 hickory or ash picker sticks are used annually in eastern Connecticut. Native stock is the best but inadequate for the demands and at present southern stock forms the greater source of supply. The thread makers of the region require over a million feet of birch for spools. Most of this comes from Maine and New Hampshire.

## THE BRASS INDUSTRY

In the same way the brass industry of the Naugatuck Valley is a larger user of lumber and wood. While oil and coal have largely taken the place of wood in annealing, the industries

are still using about 30,000 cords of wood annually. They also require about 500,000 bushels of charcoal, most of which comes from the distillation plants of New York and Pennsylvania.

For boxing and crating the products of the brass mills about 20,000,000 feet of lumber is used annually. Of this over 75% is of pine mostly brought from Montana with a freight rate of about \$15 per M. On the 15,000,000 feet imported, the copper and brass companies of the Naugatuck Valley are paying an annual freight bill of around \$225,000. This might have been avoided if these concerns had started protecting forests some thirty years ago. Several companies acquired large tracts which were cut over for cordwood. If they had been planted to pine there would now be a local supply of box material within easy access of the plants. During recent years one company has made a practice of planting about 100 acres annually and now has some very thrifty plantations.

## THE BRICK INDUSTRY

One of the oldest industries in Connecticut is that of brick making. This has always been dependent upon a plentiful supply of fuel wood. It requires 200 cords of wood to burn 1,000,000 bricks. About five days are needed to burn bricks and a temperature of 1800° F. Oil and gas are used in some states, but very little in Connecticut. About 200,000,000 bricks are burned with wood annually in Connecticut and between 10 and 20 million with gas. It is, therefore, safe to say that about 40,000 cords of wood are required annually by this industry. Since weed trees are just as good for fuel as lumber trees there is no reason why this wood should not be produced as a secondary product in connection with lumber production. Such a system would mean cheaper wood for the industry and greater profits to the land owners.

### THE CLOCK INDUSTRY

For many years Connecticut has been noted for its clocks. In the early days of the industry most of the lumber used was grown locally and brought to the factory by team. Today the principal woods used are yellow poplar, white pine, oak, mahogany, black walnut, birch and maple. Yellow poplar which is usually called white wood is used very extensively on account of its lightness and the ease with which it is worked. White pine has similar qualities. Both of these woods are prized because they hold tight the screws of the motion parts of the clocks. Some woods, such as Douglas fir, do not prove satisfactory, as the screws will loosen after a short time.

The heavier woods such as oak, mahogany, black walnut, birch and maple are used more for the sides and fronts of clocks where the grain and finish play an important part. Of these woods mahogany and black walnut are chiefly used, the former coming from Mexico and the walnut from the middle western states. With the exception of these two species practically all the lumber required by the clock industry could be just as well grown locally. There is a prejudice against home-grown lumber at present, but that is simply due to the fact that we are comparing our lumber from small trees with distant lumber from the old forests. When the virgin forests of the south are gone, our lumber will be as good as any.

### MISCELLANEOUS INDUSTRIES

Only a few of our more important industries have been mentioned above. A complete survey of manufacturers' use of lumber will prove very interesting. The manufacturers of Connecticut make thousands of different metal articles many of which require some wood in the finished article. For example the manufacturers of pins require thousands of wooden pin boxes such as are used in offices. The makers of electrical specialties use thousands of wooden handles for percolators, gridirons, and the many cooking and household utensils. Most of these turnings come from the turning mills of Vermont and New Hampshire.

There is also considerable imported wood used such as rosewood, cocobola and lignum-

vitæ. The first two are used to a large extent for the handles of pocket knives and steel cutlery. Hundreds of tons of lignum-vitæ are used by the makers of furniture casters. This wood, which comes chiefly from the West Indies, is remarkable for its hardness and heaviness and also for the direction of its fibers, each layer of which crosses the preceding one diagonally. It is very heavy and because of its hardness and toughness is also used to a great extent by the manufacturers of ship pulleys, rulers, mallets and bowling balls.

### DIMENSION STOCK

No recent movement in the wood using industries has meant so much economy to the manufacturers as that for the utilization of dimension stock. From the time that lumber was cheap, there has grown up in this country a general practice of buying lumber and cutting it up for the sizes needed for manufacture. This is very wasteful. A great many small pieces used in the industries can be more economically produced direct from the tree at the time it is cut. Connecticut trees are especially adapted for this kind of production because they are generally small. Woodland owners have difficulty in marketing their lumber at profitable prices and manufacturers are paying freight on much high priced material that goes into the waste pile. There should be a medium for the exchange of information. Manufacturers having steady requirements for dimension stock may be assisted in securing the same by getting in touch with the State Forester at Hartford.

### NEW MEMBERSHIP DIRECTORY

The Association will shortly issue its 1923 membership directory. The booklet will this year contain the names of officers, directors and those comprising the various committees, as well as a complete list of all member firms with a brief statement covering the product of each.

# FORESTRY AND INDUSTRIAL DEVELOPMENT

By

HENRY I. BALDWIN, *Secretary, Connecticut Forestry Association*

It is now quite generally agreed that if there is to be a supply of lumber available at reasonable prices for the future needs of our country, it must be secured as a result of a forest policy which includes something more than merely cutting virgin forests.

Wood differs from any of our other natural resources in the time required and its manner of production. Coal and other minerals are mined, and when once consumed are gone to all practical purposes. Water power, resulting from rainfall, lends itself to some degree of regulation. Wood, on the other hand is a crop. It can be grown or not as we choose. So far in this country wood has been mined.

Second-growth forests will not supply our needs unless conscious efforts are made to keep them productive. It is now 50 to 60 years since New England was the center of lumber production — a time sufficient to mature another crop had care been taken to protect young growth and had forest fires been excluded. Yet today, Connecticut imports from 85% to 90% of all lumber consumed. The elimination of the chestnut, one of our fastest growing woods, by the chestnut blight, has added to the seriousness of the situation created by the exhaustion of our other woods. Within ten to fifteen years it is estimated that the supply of hard wood and pine suitable for sawing purposes will be practically exhausted. Young trees of valuable species are not present in our large areas of cutover land. Repeated fires favor a scrubby growth of brush rather than large well-formed trees.

Industries which use wood in one form or another in the manufacture of their products numbered over 500 in 1911 and consumed 110,051,000 board feet. In addition some 24,412,000 board feet were used in making packing boxes. The value of these raw materials was reported as over \$5,500,000.

Over 300,000,000 board feet of other lumber is annually used in Connecticut, but 13% of which is grown locally. From 3 to 4 million dollars are expended each year in freight

bills on this lumber. In the case of ordinary grades of lumber the charge for freight often exceeds the value of the lumber at the mill.

In 1908, which is the last year for which exact figures are available, 495,370 cords of fuel wood were burned in the state.

Since Connecticut is a densely populated, manufacturing and residential state, the question often arises: Can we afford to grow timber? Why not continue to get our lumber from the Pacific Coast? Is not our land too valuable for other purposes?

With the successive exhaustion of the virgin forests of New York, Pennsylvania, the lake states, and the approaching depletion of the Southern yellow pine region, the lumber industry engaged in the "mining" of timber is making its last stand on the Pacific Coast. Within a few years we shall be almost wholly dependent upon this reserve for all-purpose softwoods. At the present rate of cutting, which is from four to five times that of the annual growth, these last remaining forests can be expected to furnish timber for from 25 to 30 years at the most.

It requires from 40 to 60 years to grow merchantable saw timber. It is evident that if we are to continue to use as large quantities of wood, some provision must be made for the replenishment of our wood supplies. Forest lands will not restock sufficiently under present destructive lumbering and inadequate fire protection. But Connecticut? Should she concern herself about forests?

There are over 1,500,000 acres of forest land now in Connecticut and nearly half a million more of unimproved land, most of it not suited to agriculture. Most of this land is not now stocked with trees which will grow into merchantable timber. The land is idle and abundant. It will not be improved or used for real estate purposes for many years. Thirty per cent. of the state requires reforestation, it is estimated. Can we afford to grow timber? We cannot afford not to grow it.

# FORESTRY AN ECONOMIC NECESSITY

By

HENRY S. GRAVES, *Dean, Yale School of Forestry*

Nearly half of the state of Connecticut is in forest, a much larger area than forty years ago. Yet because of years of unintelligent handling and fire risk, the economic benefit from the forests in the state today is not as great as formerly, in spite of the increased value of lumber.

We have in this state one and a half million acres of forest land, an area which is capable of producing the bulk of the forest products which we now bring in from other states at a freight cost alone of more than \$3,000,000.

We are failing in forest production, not because we have poor soil or poor species of trees, but because we have permitted our forests to deteriorate in quality and in productiveness. We have land enough to produce most of the timber we need except the very high grade and special material which will have to be imported from regions containing virgin forests. There is no reason why we should not produce practically all the material for boxes and crates and lower grade lumber for other general purposes, as well as a large amount of wood for handles, spokes, chairs, furniture, cooperage, vehicles and a multitude of miscellaneous articles.

Small wood-using industries scattered about the state formerly furnished local markets to woodland owners, and were a strong element in the general industrial structure of the state. These industries have been progressively going out of business because of the exhaustion of the forests and the lack of local raw material. Woodland owners today find themselves without local markets for such mature timber as they may have. They are dependent upon the migratory sawmills, and there is a tendency to strip off the woods at one cutting, which discourages forestry and tends to perpetuate the wilderness. The restoration of the forests and the local forest industries will play a large part in the rehabilitation of the backward portions of the state.

Connecticut is increasingly becoming a center of attraction for country homes of people whose

business is in the industrial centers. Though there are no rugged mountains in the state, there is, nevertheless, a charm of scenery which is becoming more and more appreciated. With its splendid roads there is no reason why we should not have one of the most important residential states of the country. Such an objective, however, will depend a great deal upon how our woodlands are handled. People are not interested in devastated slopes or desolate stretches of scarred stumps along the highways.

At the present time the forests in Connecticut are not a safe form of investment. They are subject to a great risk of fire, and bring for that reason a low price in the market. As long as the present risk from fire exists, owners will not give the forests the proper care; they will not invest time, effort or money in forest improvements; they will not plant their waste lands, nor will they try to work out, through co-operative effort, the building up of local markets for their woodland products.

Last year there were over one thousand fires in Connecticut, with a loss of over half a million dollars. The forests of this state should be fireproof, and can be readily made so if the public will give financial support to an effective system of state wide protection.

Forestry is not a problem merely for future generations. It is not a sentimental matter of protecting something beautiful. It is a real question of whether half of the state is to be of service industrially, or is to be an economic dead-weight upon the communities. The returns from efficient protection and better forestry will come very quickly if in nothing else, in enhanced property values, in the encouragement of local industries and in attracting new residents. The basis is laid at once for a greater and more valuable production of wood and timber and a reconstruction of the industrial structure in rural communities that in many places has broken down.

# TRANSPORTATION

"The Transportation Situation as Seen by an Industrial Traffic Manager"

Raymond L. French, chairman of the Traffic committee of this Association, in an address delivered at the Medford Hillside Broadcasting Station and transmitted by radio to all parts of the United States, said in part:

"New England industry suffered large losses this past season due to lack of transportation facilities and even now when summer weather has just about reached us, embargoes are being used to curtail the free movement of goods. Is it enough to say that this was due to lack of power, brought about by abnormally large shipments of coal, a shopmen's strike and, from an operating man's standpoint, a very serious winter? The answer, to my mind, is deeper seated than that. It applies to our transportation system as a whole, more particularly to New England, and is fundamental.

"In studying the transportation development of our country, one finds he is making a study of the advancement of our civilization. The two are correlated and the early pioneers in railroad building are entitled to as much credit for our present greatness as is any other body of American citizens.

"Private capital was instrumental in building our great railroad systems and for some years past it has been withheld, due to lack of confidence in railroad managements, brought about by the imposing of high freight rates in some cases, practising discriminations as between individuals, commodities and localities in others, to say nothing of rebates given to the more powerful interests. With that lack of confidence came regulation both state and national, which gradually turned the tide in the opposite direction.

"Men who sit in the game, know that it is absolutely essential, if our country is to prosper, that the railroads render proper service and to do that they too must prosper.

"The Transportation Act of 1920 was enacted to arrest the progress of the many in their inroads against the railroads; to fix a mean between the viciousness of the old railroad barons and that of the public. Some of

us, who have studied the subject, view with alarm the radical changes in this law which are already being proposed and because of this, House bill #11822, known as the Newton bill, was formulated.

"This bill is a compromise between radical and conservative thought and to my mind, is the best of all the proposed changes in the original act which are now before Congress.

"It leaves the consolidation of railroads to the roads themselves subject to the review and authority of the Interstate Commerce Commission; it changes the law to bring telephone, telegraph and cable companies as clearly under the jurisdiction of the Interstate Commerce Commission, as to rates, routes, publication of tariffs, etc., as are the railroads at the present time; it takes away from the Interstate Commerce Commission considerable of its present power. Were it desirable to change state rates which discriminate against interstate rates, it could only be done by first having the state authority pass upon the question and the Interstate Commerce Commission then review their findings.

"The state body must pass upon the question within ninety days or it automatically goes to the Interstate Commerce Commission. In the absence of a state regulatory body, the Commission has jurisdiction at once.

"It is proposed also to change the present act so that the ordinary suspension period will extend to 120 days, as it is now, but instead of an additional 30 days for further hearing, six months will be allowed. The immensity of some of the hearings have proven this change necessary.

"Furthermore the bill proposes to eliminate the so-called 'Guarantee clause' as well as the 'Recapture clause' and instead of this the carriers are entitled to a fair return.

"It proposes also to change the law so that the shipper has the right of appeal from a decision of the Commission in the same manner as the railroads.

"These are the principal changes and should

be understood by everyone, as transportation more vitally affects the country as a whole than any other thing and, therefore, the people as a whole should make it their business to see that the transportation laws enacted are ones which will redound to the credit of all citizens.

" Years ago this section of the country was noted for its skilled mechanics, but today the Middle West puts up her claim of equality and in consequence of this, New England industries with competition there, are going to find it harder to retain certain of their present business. It naturally follows that the New England railroads must see that we obtain good service at rates that will enable New England to prosper.

" I will direct your attention to our differential routes, that is those routes which on account of the length of their haul as compared with standard routes, have to give concessions in the way of lower rates. They have been a life saver to New England from time to time as regards competition and all of us should make every effort to see that they are retained.

" The Canadian differential and water routes have acted as a safety valve to New England's rate structure with other territories and have been of incalculable value to New England in times of congestion.

" Extraordinary efforts have been made in the past by the trunk lines to abolish differential routes, which were only frustrated by active and aggressive action on the part of New England shippers.

" Numbers of New England industries have been able to operate at times due entirely to the fact that raw material was obtainable over these lines only. Learn what these routes mean to you in New England and you will oppose any action which will tend to do away with them."

#### ACCIDENT PREVENTION AT GRADE CROSSINGS

The Association is pleased to co-operate with the New Haven Road in the latter's effort to reduce the number of accidents which occur at grade crossings and accordingly print below a letter concerning this received from C. L. Bardo, general manager:

"A further effort is to be made this summer in the interest of accident prevention at highway grade crossings with particular regard to automobile accidents. The program as carried out last year gave ample evidence of its value and will be continued along substantially the same lines during the congested period of automobile travel this season.

" There was a reduction of 15.7 per cent in accidents during the period of the campaign in 1922 and the aid received from all is much appreciated. Your continued assistance in giving publicity by the display of the posters which you may receive and by carrying out other suggestions that may be presented in behalf of this effort to stop a needless waste of life and property, will indeed be sincerely appreciated.

" We are making extraordinary efforts to protect grade crossings in such manner that no accident can be justified when reasonable care is exercised.

" The elimination of more than a very few of the more important grade crossings is beyond any possibility in the near future. Furthermore the requirements of care and good judgment at all points upon the highways are becoming more imperative than ever and it is evident that education such as that to which we request your efforts will be reflected in no small degree in making highway travel generally safer at all points.

" May we not anticipate your co-operation in carrying on this nation-wide 'Drive for Accident Prevention'?"

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#### NEW BOOK ON MOTOR TRANSPORTATION

" Motor Transportation of Merchandise and Passengers " is the title of a new book by Percival White, McGraw-Hill Book company, publishers. The subjects are dealt with in three sections, the first part of the book being devoted to methods of conducting the motor truck business, the second part to the business of carrying passengers, and the third to cost accounting, insurance, highway construction and the economic development of motor transportation.

## INDUSTRIAL RELATIONS

### THE TEXTILE STRIKE

The strike at the Manhassett Manufacturing company, Putnam, tire fabric manufacturers, which began on May 9, is not yet settled, but is progressing satisfactorily so far as the company is concerned. This strike should be of interest to all manufacturers and employers, especially as the open shop principle is at stake.

While reports coming from Putnam and vicinity may indicate that the cause of the strike was the refusal of the company to entertain the demand of the strikers for a 7% increase in wages, the real cause of the strike is an attempt to enforce the closed shop. A committee representing the workers called on the management and demanded a 7% increase in wages. The management advised the committee that such a demand could not be granted because the company had been and was then operating at a loss. Shortly thereafter the committee again visited the management demanding that authority be granted the textile union to employ a certified public accountant for the purpose of examining the books and accounts of the company. This demand was promptly granted by the general superintendent, who pledged the fullest possible co-operation. Notwithstanding this, the committee returned and notified the management that if the employes did not receive a 7% increase in wages by 6 o'clock that evening there would be a strike. Thereupon the company closed the plant at 11:45 A. M. reopening it several days later. Some 250 workers, principally weavers and twisters, remained out.

Because of the activities of those out on strike the court has issued a sweeping injunction restraining the strikers from intimidating or molesting those workers who have a right to work. The court ruled that neither the marching or parading of non-employes in numbers in front of the mills or mill property and in front of or adjoining the homes of the employes, nor the obstructions of the sidewalks or streets by non-employes is permissible. The court ruled further that picketing, if done at all, should be limited to three or four persons near enough to observe each gate for the purpose of obtaining

information, and must be peaceable and without demonstration and without direct obstruction of the gates, entrances or sidewalks and streets. Employers must not be molested or intimidated. Notwithstanding that the Judge stated at the time the injunction was granted, that it would be a serious matter to disobey the orders of the Superior Court, and that the mandates of the injunction must be obeyed or the parties concerned would be brought into court and seriously dealt with, certain non-employes have violated the orders of the court. There have been some ten such violators, all of whom were arrested and placed under heavy bond. A number of non-employes have been ejected from houses owned by the company.

The company has steadfastly maintained and will continue to maintain its stand for the open shop principle. Since the strike began a number of the strikers have returned to work under certain conditions. On June 11, 110 looms were in operation, compared to 68 when the plant was first reopened.

### EVIDENCE IN THE CASE OF THE OPEN SHOP

Under this title the Open Shop department of the National Association of Manufacturers, recently issued an interesting and illuminating pamphlet, copies of which may be obtained by addressing that organization or the Manufacturers Association of Connecticut.

### THE FOUR C'S OF INDUSTRY

Under this caption, meaning "contact, conference, confidence and co-operation," which must become our industrial gospel if conflict is to be avoided, an interesting publication has been issued by the League for Industrial Rights, 42 Broadway, New York City. Copies of this publication may be obtained from the League.

### NATIONAL INDUSTRIAL CONFERENCE BOARD REPORT

The N. I. C. B. has recently issued, as research report number 59, its latest study of "Wages, Hours and Employment in American Manufacturing Industries."

# A SCHOOL FOREST IN CONNECTICUT

TWO THOUSAND ACRES TO BE DEVOTED TO FORESTRY AROUND  
A FIVE MILLION DOLLAR SCHOOL

By

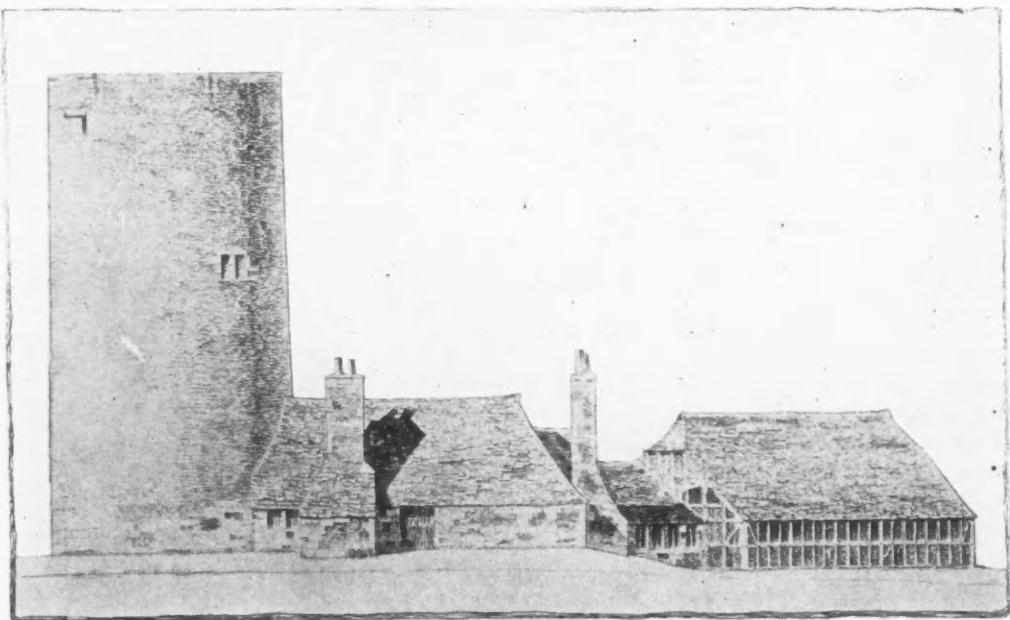
THEODORE S. WOOLSEY, JR., *Consulting Forester*

Active building operations are in progress on a portion of the great plant that will some day be AVON, a junior college for boys, located on an estate of 2,000 acres at Old Farms, Avon, Connecticut. Here boys will be prepared for universities, professional and technical schools, and business.

Mrs. John Wallace Riddle, who has endowed the Foundation and who is managing director and architect, believes school boys should be taught practical agriculture and forestry besides football, baseball and other games. The idea is sound and through this school a valuable influence will be directed to the lives of school

"There is to be a model dairy. Each boy will give an hour or two of each day to some community occupation — on the farm, in the carpenter shop or in the forest. The boys are not taught to be agriculturalists and neither are they trained to be foresters. Community occupations are carried on because of their actual daily necessity and the belief that therein lies their educational value for the boys.

"Never was there a more ideal environment for boys to grow up in than the old New England farm. It is not possible to reconstruct the past; but it is possible to utilize the features



The Water Tower, Forge, and Carpenter Shop Now under Construction.

(Theodate Pope, Architect)

boys who will be grounded in the essentials of producing food and timber during an impressionistic period of their educational training.

According to the brochure describing the school: "The main buildings are in two quadrangles which are formed by the dormitories and the buildings surrounding the village green, namely, the library, chapel, refectory and dean's house.

of that environment which were most effective, and that is the aim of the founder of AVON.

The forest is largely hardwood with considerable pitch pine and white pine in mixture. That portion of it which surrounds the school buildings will be maintained as park and playground and for the rest an effort will be made to produce the hard and soft wood timber so badly needed by Connecticut industries.

## FOREIGN TRADE

### PROPER PACKING FOR BRAZIL

The Department of Commerce calls attention to the fact that considerable confusion has arisen through the improper marking of goods consigned to Brazil and specifies the manner in which packages should be marked. It is particularly important, they state, that each package in a shipment be numbered consecutively and under no circumstances must the same number be given to more than one package in a shipment. A fine of 2% of the official valuation of the goods is being rigidly imposed upon violators.

Three marks only may be placed on any of the six sides of a box; (1) the number of the case (no letter may precede this number); (2) the mark of the consignee; (3) the port of destination.

Directions for handling should be in Portuguese and together with the name of the shipper and the net and gross weight in kilos, should appear on a separate side of the case.

### EXPORTS OF WOOD INCREASE

The total exports from the United States in April of all wood and manufactures of wood amounted to 12,035,218 as against 10,690,681 in March and 8,577,099 in April, 1922. The average export per month of boards, planks and scantlings for the first four months of the current year was 135,680 ft. The monthly average for 1913 was 198,005; 1921, 100,587 and in 1922, 127,744.

### RULING ON ENTRY OF CARPET WOOL UNDER BOND

The Treasury Department has issued a new ruling on this subject as follows:

"The Department's regulations of March 19, 1923 (T. D. No. 39513), providing for the entry of carpet wool under bond under the provisions of paragraph 1101, schedule 11, title I, of the Tariff Act of 1922, are hereby amended by inserting after line 6 of section 7 thereof, the following:

"Only one term bond shall be required from each manufacturer, but if wool is withdrawn by him at ports other than that at which his bond is on file, a copy of the bond certified by

the collector at the port where filed, shall be on file at such other ports and the collector at the port of withdrawal shall forward to the collector at the port where the bond is on file, a certificate showing the particulars of importation of the wool withdrawn, so that it may be charged against the bond of the party withdrawing the same."

### PROHIBITS EXPORTATION OF WOOD

In order, it is stated, to protect the interests of local match industries, the Latvian cabinet has prohibited the exportation of aspen wood from that country.

Poland, in a recent decree also prohibited the exportation of crude lumber but now permits it, under license.

### PARCEL POST TO BOLIVIA

Effective June 1, 1923, two customs declarations are required on parcel post packages for Bolivia. These must be exact duplicates and attached separately to the package. One will be detached by the United States dispatching exchange and the other will accompany the parcel to its destination.

### RECLASSIFICATION OF BOX SHOCKS TO ITALY

Following protests on a duty of 3 gold lire per 100 kilos on box shook imports into Italy the customs classification has been changed. Box shooks which are not more than 7 mm. thick are dutiable under item 604a (3) at 3 gold lire per quintal and those over 7 mm. thick are dutiable under 604a (2) at 3 gold lire per metric ton.

### URUGUAY TO EXEMPT INDUSTRIAL ENTERPRISES

If the provisions of a bill which is soon to be submitted to the Uruguayan Congress become law, new factories and industrial establishments will be granted extensive customs exemptions. The bill provides that such firms shall not be assessed customs duties on machinery apparatus, accessories, pieces of replacement, etc., etc., used in the installation, renovation and extension of the establishment, if such articles are not normally made in Uruguay. Exemption from property and license taxes for old and new firms is also included.

## NEWS OF THE TRADES

### HARTFORD EMPLOYMENT EXECUTIVES MEET

At the annual meeting of the Hartford Employment Executives club held June 4 at the University club, Hartford, the following officers were elected; president, F. A. Sharp, Terry Steam Turbine company; vice-president, H. A. Preston, Hartford Rubber Works company; secretary, H. W. Lidstone, Colt's Patent Fire Arms Manufacturing company; treasurer, L. J. Oliver, Pratt & Whitney company; chairman entertainment committee, C. B. F. Brill, Hart & Hegeman Manufacturing company.

### ÆTNA NUT COMPANY TO BE SOLD

At a recent meeting of the directors and stockholders of the Ætna Nut company of Southington it was voted to end the corporate existence of the firm and sell all its real and personal property.

### NEW ADDITION TO AMERICAN STEEL & WIRE COMPANY

A brick addition to the power house to cost about \$16,000 will be constructed by the American Steel & Wire company of New Haven.

### JEWETT CITY TEXTILE NOVELTY COMPANY TAKES INSURANCE

The Jewett City Textile Novelty company of Jewett City has taken out a form of co-operative life insurance for its employes. Regardless of age or physical condition, employes may obtain life insurance without physical examination and at a reduced cost.

### E. J. DOOLITTLE COMPANY OPENS NEW ADDITION

The opening of the new brick addition to the plant of the E. J. Doolittle company of Meriden, manufacturers of papers boxes, was celebrated by a dinner and dance attended by fifty employes.

### RE-ORGANIZATION OF MIDDLETOWN CONCERN

The Welker Manufacturing company of Middletown, manufacturers of automobile accessories, has been reorganized and is now operating as the Welker-Hoops Manufacturing

company. The new officers are: President, Edward W. Hazen; treasurer, Thomas Hoops, Jr.; secretary, Oscar B. Welker.

### NEW INCORPORATIONS

Among firms newly incorporated are the Hartford Silk Hosiery company, Hartford; the Tobrin Tool company of Southington; the Wing Sales company of Darien, to manufacture marine engines and boat accessories; the Shattuck-Jones company, Inc. of Cheshire, to manufacture machinery, chemicals, and electrical goods; the Union Specialty company, Inc. of Bridgeport, to manufacture notions.

### NEW MEMBERS

Since the announcement of new members made in the June number of "Connecticut Industry," application for membership has been received from O. F. Mossberg and Sons, of New Haven, manufacturers of firearms; Green's Pattern Shop, of New Haven, manufacturers of wood and metal patterns; Parker Stamp Works of Hartford, manufacturers of marking devices and P. Laragy, of Hartford, manufacturer of grey iron castings.

### FOR THOSE CONTEMPLATING PLANTING

Several members have made inquiry concerning the cost of re-foresting sections of land which they own. Complete information and advice as to the kind of trees best suited to certain sections, the management of woodlands, cost of planting, etc., may be secured from the Connecticut Agricultural Experiment Station at New Haven. Nursery stock at prices ranging from \$3.50 to \$8 per thousand trees can also be secured through the Station Forester.

### CORRECTION REGARDING FIRE AT CLAYTON MFG. CO.

The Association was misinformed concerning a recent fire at the Clayton Manufacturing company, Bristol. Our June issue carried an item to the effect that the hardening plant was destroyed at an estimated loss of \$1,500. We are now advised that the plant is operating at full capacity and the damage, which was entirely confined to a wooden shed, will be slight.

# EMPLOYMENT SERVICE

## WHERE EMPLOYER AND EMPLOYEE MEET

*This department is open to all members without charge. All copy must be in the hands of the editor by the tenth day of the month preceding publication.*

**STATIONARY ENGINEER** — Several years' experience as assistant to master mechanic and engineer in charitable institutions, and as engineer in office building in Hartford. Understands electrical apparatus. Desires similar position outside of Hartford. Address P. W. 62.

**FACTORY MANAGER ENGINEER** — American. Age 34. Cornell graduate in mechanical engineering. Several years' experience as purchasing agent and factory manager with large jobbing foundry in Cleveland. Now employed in responsible capacity with stove company in Ohio. Desires position of responsibility in metal trades industry in East. Address P. W. 63.

**WORKS MANAGER** — College graduate. 20 years' experience in manufacturing, including 15 years as general manager of foundry and machine industries with entire executive and administrative responsibility. Similar position desired in southern New England. Address P. W. 64.

**CONSTRUCTION ENGINEER** — Age 42. Married. Graduate Wilbraham Academy and Worcester Polytechnic Institute. Fifteen years' experience with a Connecticut concern in the works engineers' division; and for the past five years held the position of assistant works engineer. Experience in building construction, power, lighting, heating; transportation of materials, particularly conveying equipment; fire protection, fuel oil, air conditioning, blower, exhaust, and power transmission systems; also had charge of drafting room, with experience in making machinery layouts for new plants, and relocating equipment in old buildings. Address P. W. 65.

**SALES MANAGER** — 20 years' experience with Connecticut manufacturing concern as assistant sales manager. Wishes to effect connec-

tion with firm in this section either as outside representative or in more direct capacity. Address P. W. 66.

**STATISTICIAN** — Young woman with wide experience in organization and practical development of information, research and general statistical departments for industrial concerns. Desires position with Connecticut manufacturing establishment. Address P. W. 67.

**ACCOUNTANT-OFFICE MANAGER** — American. Age 39. Married. Successful broad experience accounting (general and cost), credits, collections, income tax, auditing, office management. Salary moderate. Address P. W. 31.

**MECHANICAL ENGINEER** — Age 22. Yale graduate, some practical experience during vacation periods. Position desired in metal manufacturing plant, preferably in Hartford district. Address P. W. 38.

**INDUSTRIAL ENGINEER** — American. Age 35. Experience includes production planning and control, costs, sales analysis, perpetual inventories, general and factory accounting systems, purchasing reports, industrial relations. Address P. W. 56.

**STATISTICIAN** — American, college education, unmarried. 10 years' experience in collecting facts and making reports for United States government and large steel manufacturing concern, concerning housing, wages, etc., both in this country and abroad. Address P. W. 59.

**ENGINEER** — American. Age 31. Married. Experienced as production engineer with Connecticut firm during the war; in factory inspection for fire insurance companies throughout New England and in general engineering. Address P. W. 61.

## SALES EXCHANGE

In this department members may list for sale any new or used equipment or supplies. All copy must be in the hands of the editor by the tenth day of the month preceding publication.

### FOR SALE

1—25 H. P. horizontal tubular boiler—48 x 96—made by Beach. In very good condition.  
Address S. E. 47.

1—220 volt D.C. 3-motor, transfer type transfer crane, cage controlled with class B, form 24 hoist, capacity 2 tons. Span 60' 10".  
Address S. E. 48.

Approximately 4000 galvanized steel brick pallets, style, No. 12—13 gauge, 10" x 34" with 3/8" air space, absolutely new.  
Address S. E. 49.

1—General Electric induction motor No. 591826, type 1—6—25A—2500 form K, cycles 60, H. P. 25, amperes 25, volt 550, speed no load 1200, speed full load 1150; without starter, price \$150.  
Address S. E. 50.

1—Fig. 1 Shore pyroscope made by the Shore Instrument Manufacturing company of Jamaica, N. Y. Absolutely new.  
Address S. E. 51.

1—Storage tank, 6000 gal. capacity, horizontal type, 73" dia. x 28 ft. center to center of head, constructed with a continuous bottom plate 3/8" thick, upper shell in 5 courses 3/16", heads 3/8", condition good.  
Address S. E. 52.

62—Steel lockers 12 x 15 x 60" in fair condition.  
Address S. E. 53.

1—General Electric induction motor No. 119002-3, type K.T. 343-6-50-1200 form B, 3 phase, cycle 60, volts 220, ampere 120, speed full load 1160, H. P. 50 continuous 40°C—25% overload 2 hrs. 550 c.

1—General Electric compensator, C.R. 1034, type N.R., 1629 form H. 3 P.I., primary volts 220, secondary volts 88.118 for ind. motor type 1, form K, 50 H. P. cycle 60, 3 phase.

1—General Electric D.C. current motor No. 474649, shunt wound, type R.C. 14, form A, volts 230 continuous, H. P. 50, ampere 182, speed 1050.

1—Allen-Bradley motor starter, ampere 118, volts 220, H. P. 50, type L.06 No. 19503, Milwaukee, Wis.

1—Curtis over-brace pillar jib crane, 2 ton capacity, distance floor to under side of jib 15 ft., effective radius 23 ft. with geared trolley and welded type base.  
Address S. E. 54.

1—No. 33 New Britain automatic chucking machine, serial No. 4787 fully equipped with chuck and tools, high speed index and recessing attachment. Good condition and especially adapted to threading of radiator caps.  
Address S. E. 56.

1—Multigraph, model 36 with Flexo typesetter, model 39, 3 segments and extra font of type never used, equipped for ink or ribbon. Price \$200.  
Address S. E. 38.

3—Office lighting fixtures. Original cost \$6.50 each. In excellent condition and will sell for half price plus shipping charge. Address S. E. 39.

2—Pratt & Whitney profilers No. 12, practically new. Price \$350.  
Address S. E. 40.

1—Mack 5-ton truck, latest model.  
Address S. E. 44.

1—Kellar die cutting machine.  
1—Keane gas steam boiler.  
Quantity of sheet brass.  
Address S. E. 45.

### WANTED TO BUY

1—Horizontal locomotive type, steam boiler for heating plant.  
Address S. E. 55.

1—Split pulley, 88" x 42" x 6" bore, double arm, iron or Carey wood rim.  
Address S. E. 57.

1—Rubber mixing mill 20" x 22" x 60".  
Address S. E. 42.

1—6 poppet drop with lift.  
2—15" x 36" rubber mill with or without motor.  
14½ to 5' vulcanizer.  
1—20" x 20" hand press.  
Address S. E. 46.

